

Interchange Features/Interchange Location	Existing Interchange Type	Proposed Interchange Type	Interstate Access Modifications	Local Roadway Access Modifications	Capacity Improvements
23rd Avenue			<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Ramp intersection capacity improvements
Downtown Moline					
Variation 1*			<ul style="list-style-type: none"> ● Relocate SB entrance ramp to 19th Street ● Relocate NB entrance and SB exit ramps from 7th Ave. to IL 92 	<ul style="list-style-type: none"> ● Construct new north-south connector roadway east of I-74 ● Close 5th Avenue under I-74 	<ul style="list-style-type: none"> ● Improved overall interchange capacity ● Ramp intersection capacity improvements
Variation 2*			<ul style="list-style-type: none"> ● Relocate SB entrance ramp to 19th Street ● Relocate NB entrance and SB exit ramps from 7th Ave. to IL 92 (6th Avenue and 4th Avenue) 	<ul style="list-style-type: none"> ● Construct new north-south connector roadway east of I-74 ● Close 5th Avenue under I-74 	<ul style="list-style-type: none"> ● Improved overall interchange capacity ● Ramp intersection capacity improvements
Downtown Bettendorf					
Variation 1*			<ul style="list-style-type: none"> ● Relocate NB exit and SB entrance ramps from State Street to Grant Street ● Provide full-access interchange at Grant Street ● Eliminate NB entrance and SB exit ramps at Kimberly Road 	<ul style="list-style-type: none"> ● Convert Grant Street to two-way street between 12th St. and 15th St. ● Close Brown Street and Mississippi/Holmes Street under I-74 ● Relocate State Street under I-74 to the south and convert to a two-way street ● Relocate Kimberly Road at Grant Street to the west and convert Kimberly Road to two-way street 	<ul style="list-style-type: none"> ● Improved overall interchange capacity ● Widen Grant Street to 3-lanes in each direction through interchange ● Ramp intersection capacity improvements
Variation 2			<ul style="list-style-type: none"> ● Relocate NB exit and SB entrance ramps from State Street to Grant Street ● Provide full-access interchange at Grant Street ● Eliminate NB entrance and SB exit ramps at Kimberly Road 	<ul style="list-style-type: none"> ● Convert Grant Street to two-way street between 12th St. and 15th St. ● Close Brown Street and Mississippi/Holmes Street under I-74 ● Relocate State Street under I-74 to the south and convert to a two-way street ● Relocate Kimberly Road to the east of I-74 via 14th Street and Mississippi Boulevard, and eliminate Kimberly Road/Grant Street intersection west of I-74 	<ul style="list-style-type: none"> ● Improved overall interchange capacity ● Widen Grant Street to 2-lanes in each direction through interchange ● Ramp intersection capacity improvements
Middle Road			<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Relocate Duck Creek Plaza entrance to the west 	<ul style="list-style-type: none"> ● Ramp intersection capacity improvements
US 6 (Spruce Hills Road)					
Variation 1			<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Improved overall interchange capacity ● Ramp intersection capacity improvements
Variation 2			<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Improved overall interchange capacity ● Ramp intersection capacity improvements
53rd Street					
Variation 1*			<ul style="list-style-type: none"> ● Maintain existing access ● Convert interchange from diamond type to partial cloverleaf type 	<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Improved overall interchange capacity ● Ramp intersection capacity improvements
Variation 2*			<ul style="list-style-type: none"> ● Maintain existing access ● Convert interchange from diamond type to partial cloverleaf type 	<ul style="list-style-type: none"> ● Maintain existing access 	<ul style="list-style-type: none"> ● Improved overall interchange capacity ● Ramp intersection capacity improvements

* For ease of reference, interchange variations in Downtown Moline, Downtown Bettendorf, and at 53rd Street were renumbered following the evaluation of interchange options described in Table 2-2.

